

ITEM 13
MANAGER'S REPORT NO. 48
COUNCIL MEETING 91/08/19

TO: MUNICIPAL MANAGER 1991 AUGUST 14

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #68/90
4878 MANOR STREET
PARCEL "ONE" (EXPLANATORY PLAN 10599),
LOT "C", BLK. 2, D.L. 73, PLAN 4326;

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 1991 September 24, and to pursue a public mailing regarding the proposed road reconfiguration in the area.

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RECOMMENDATIONS:

- 1) THAT the introduction of a Highway Exchange Bylaw be authorized according to the terms outlined in Section 5.3 of this report, contingent upon the granting by Council of First and Second Readings of the subject Rezoning Bylaw.
- 2) THAT a rezoning bylaw be prepared and advanced to First Reading on 1991 September 03 and to a Public Hearing on 1991 September 24 at 7:30 p.m.
- 3) THAT the following be established as prerequisites to the completion of the rezoning:
 - a) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to Municipal standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
 - b) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - c) The completion of subdivision creating two development parcels as illustrated on the attached sketch A.1.
 - d) The granting of any necessary easements.
 - e) The dedication of any rights-of-way deemed requisite.
 - f) The approval of the Ministry of Transportation and Highways to the rezoning application.

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- 4) THAT a public information mailing, as outlined in Section 4 of this report, be authorized.

REPORT

1.0 APPLICANT:

The Dominion Company
Suite 300, Two Bentall Centre
555 Burrard Street
Vancouver, B.C.
V7X 1S9

(Attention: Mr. J. A. Blondeel)

2.0 REZONING PURPOSE:

The intent of the proposed bylaw is to provide a guideplan for quality office industrial park development of the subject site.

3.0 BACKGROUND:

3.1 The subject site is located within a light industrial area on the boundary of a residential neighbourhood (see sketch #1 attached). The Imperial Square office/light industrial development is adjacent to the site on the west, beyond which is the Willingdon Green office development. An M1 industrial area is located to the south, and the Trans-Canada Highway is located to the north, beyond the Manor Street right-of-way. To the east, across Westminster Avenue, is a one and two family residential neighbourhood.

3.2 The site, which is currently vacant, was formerly occupied by a truck terminal. The site is currently zoned M1 Manufacturing District (northerly portion and Canada Way frontage), M6 Truck Terminal District (southerly portion) and R5 Residential District (along Westminster Avenue to provide a buffer area along the residential interface areas). The south portion of the site slopes down from east to west. The north half of the site is considerably lower than the south half.

3.3 Council on 1991 January 21 authorized staff to work with the developer towards the preparation of a plan of development suitable for presentation to a Public Hearing. The applicant has now, however, advised that rather than preparing a specific development plan at this time, it is his intention to pursue a rezoning to provide community plan guidelines for the office industrial park development of the site and to provide for its servicing and subdivision into two parcels, on the understanding that each parcel will subsequently be the subject of an amendment rezoning process once detailed architectural plans are prepared. Accordingly, staff, in co-operation with the developer, have now prepared the Community Plan guidelines for the site which are attached as Appendix "A".

4.0 PROPOSED ROAD RECONFIGURATION:

The previous report regarding the subject rezoning application recommended a road reconfiguration in the area as illustrated on attached sketch #2. The local road considerations on which this reconfiguration was based, were outlined as follows in our report:

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Westminster Avenue, which is the extension northward of Wayburne Drive, provides access to the subject industrial site, and also forms part of the residential road network for the neighbourhood to the east. It is considered desirable to largely separate these two functions, particularly in view of the planned installation of a traffic signal at Canada Way and Wayburne Drive.

Under the recommended approach, Wayburne Drive would be extended northward as a 14m (46 ft.) standard industrial road, separated from the residential neighbourhood by a 3m (10 ft.) wide landscaped buffer, and terminating in a cul-de-sac bulb at Manor Street preserving a wide range of options for potential future road links. Sidewalks would be provided.

Westminster Avenue as a residential road would remain only as a link between Norfolk Street and Dominion Street retaining street frontage for the two existing residences fronting on Westminster. The residential road network in the area would be linked to the Wayburne Drive cul-de-sac by Manor Street in order to provide signalized access to Canada Way for neighbourhood residents. Manor Street would be blocked off as a cul-de-sac at Douglas Road in order to reduce possible short-cutting through the neighbourhood and to eliminate a difficult intersection.

The Ministry of Transportation and Highways have recently raised the possibility of a Wayburne Drive overpass extension northward as a Network Element facility related to the Trans Canada Highway widening study. They wish to protect this option. As this option is not, however, included in the Burnaby Conceptual Transportation Plan (which is however in the process of being updated), the proposed local road reconfiguration recommended does not specifically provide for it. On the other hand, the proposal does not preclude the Wayburne Drive overpass option.

It is recommended that a public information mailing including a sketch of the proposed road reconfiguration (see draft attached as Appendix "B") be undertaken prior to the Public Hearing for the subject rezoning application. The proposed mailing is to go to residents and owners within the area bounded by Westminster Avenue, Canada Way, Douglas Road and the Trans Canada Highway.

5.0 GENERAL COMMENTS:

5.1 The subject site is being rezoned:

FROM: M1 Manufacturing District, M6 Truck Terminal District and R5 Residential District

TO: CD Comprehensive Development District (based on M5 Light Industrial District use and density and in accordance with the Community Plan guidelines attached as Appendix "A").

5.2 Development on the subject site will be in accordance with the Community Plan guidelines outlined in Appendix "A". Sketch A.1 attached illustrates the proposed subdivision of the site, while sketch A.2 graphically illustrates building and landscaping setback guidelines. Sketch A.3 provides a hypothetical example site layout conforming to the Community Plan guidelines. The specific development proposal for each of the two proposed parcels within the site will be the subject of an amendment rezoning once plans conforming to the guidelines are prepared.

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5.3 Road dedications from the subject site are required for Canada Way widening and for the proposed Wayburne Drive industrial road as illustrated on Sketch A.1. In accordance with information from the Ministry of Transportation and Highways, a 20m (66 ft.) wide portion of the adjacent Manor Street right-of-way is to be maintained for potential future freeway widening. At this time, this portion of the right-of-way would be landscaped with relatively low-cost, low-maintenance planting as a buffer area. A Highway Exchange Bylaw is recommended to achieve closure of the remainder of the Manor Street right-of-way adjacent to the site in order to incorporate it into the site in exchange for the required dedications.

5.4 The Director Engineering will be requested to prepare an estimate for all services necessary to serve the site, including but not necessarily limited to the following:

- Canada Way widening, with separated sidewalk construction, boulevard grassing and street trees on the north side fronting the site.
- Construction of Wayburne Drive fronting the site from Canada Way north to a 14m (46 ft.) pavement surface industrial standard with curbs and gutters, standard street lighting, boulevard grassing and street trees on both sides, as well as a separated sidewalk on the west side, and a turnaround at Manor Street.
- Manor Street right-of-way landscaping (interim, low-cost, low maintenance planting) adjacent to the site.
- A 50 per cent cost share for the traffic signal at Canada Way and Wayburne Drive.

Staff have concluded that the following related works should be the Municipality's responsibility:

- All roadworks east of the 3.0m (10 ft.) landscaped boulevard adjacent to the east side of Wayburne Drive including the sidewalk, the road link between Norfolk Street and Dominion Street, the lane and Manor Street links to Wayburne Drive, and the Manor Street cul-de-sac at Douglas road.
- A 50 per cent cost share for the traffic signal at Canada Way and Wayburne Drive.
- Future completion of Canada Way widening on the south side.

Details of recommended Municipal cost-sharing in this regard will be provided in a future report from the Director Engineering.

5.5 Ministry of Transportation and Highways approval is required to the rezoning of the site.

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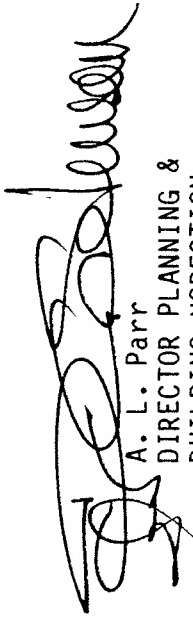
6.0 CONCLUSION:

- 6.1 The recommended Community Plan guidelines for the site (Appendix "A") will guide the development of the subject site as a quality office industrial park in keeping with adjacent development. Specific development proposals for the two parcels within the subject site will be the subject of future amendment rezonings, once specific plans conforming to the guidelines have been prepared.

RR
RR:ap

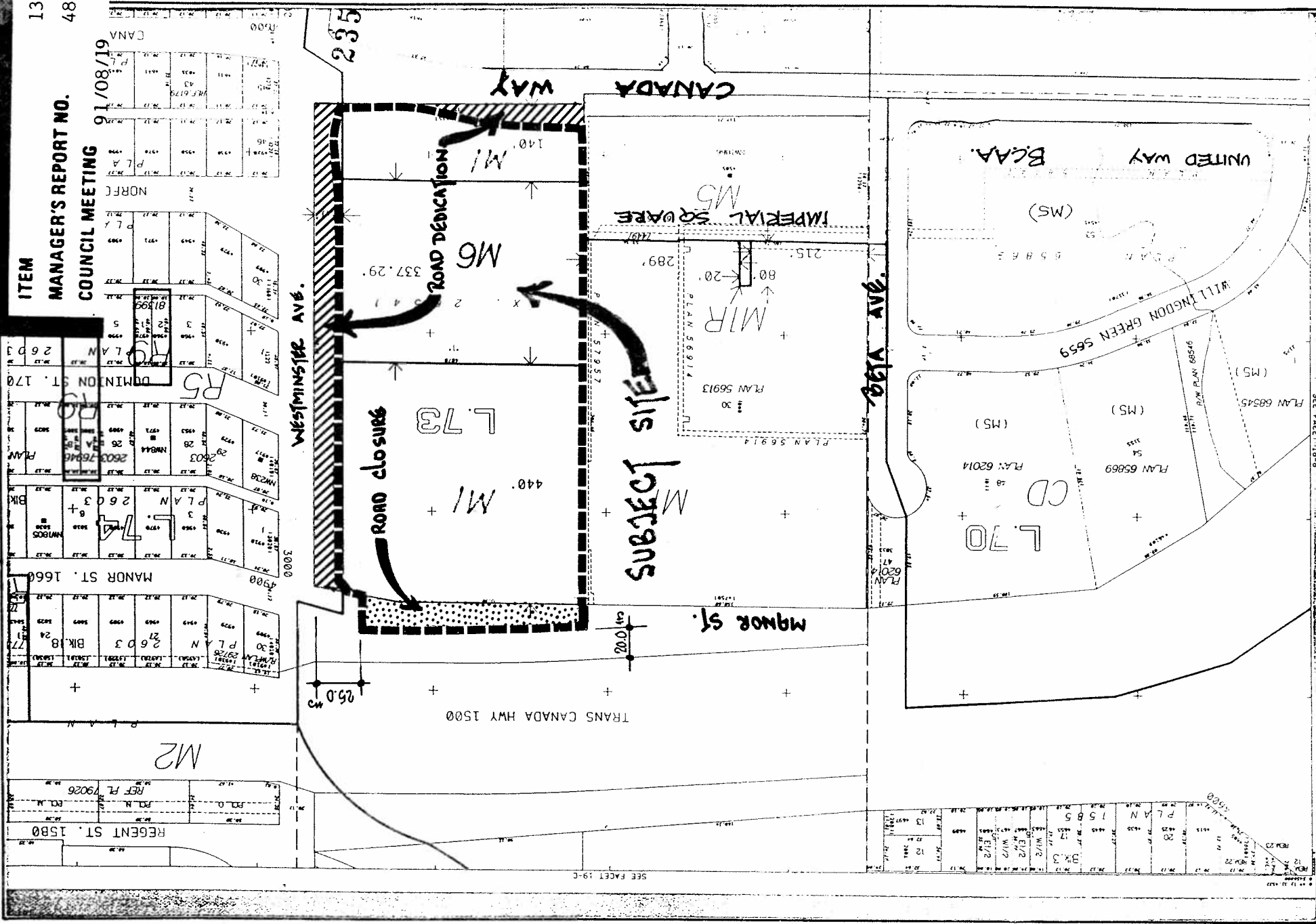
Attachments

- c.c. Municipal Clerk
- Director Engineering
- Municipal Solicitor


A. L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

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Planning &
 Building Inspection
 Department

RZ REFERENCE # 68/90

Date: JULY 1991

Scale:

N.1.S.

Drawn By:

J.P.C.

SKETCH # 1

PROPOSED ROAD RECONFIGURATION

WAYBUANE DRIVE
WESTMINSTER AVENUE
CANADA WAY
MANOR STREET

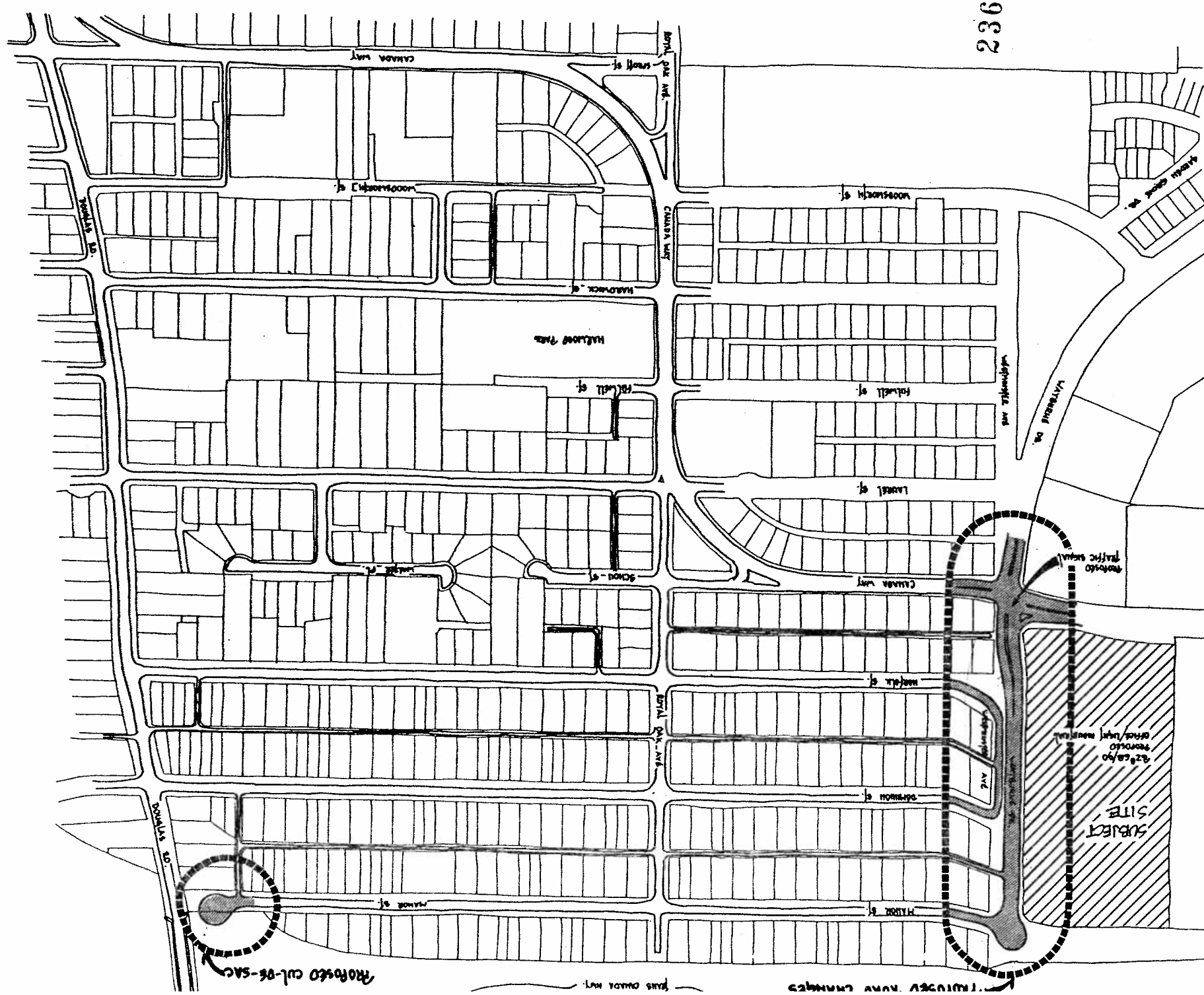
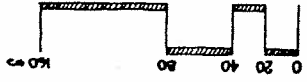
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RZ# 68/90
SKETCH #2

PLANNING AND BUILDING INSPECTION DEPARTMENT



JANUARY 1994



APPENDIX "A"

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COMMUNITY PLAN GUIDELINES

CANADA WAY/MAYBURNE DRIVE

REZONING REFERENCE #68/90

237

1.0 INTRODUCTION:

The subject site (4878 Manor Street) is to be subdivided into two parcels and serviced. The following guidelines are provided for development of the subject parcels for quality office industrial park uses. An amendment rezoning will be pursued for specific development of each of the two parcels once a plan of development conforming to the guidelines is prepared.

2.0 LAND USE:

2.1 Office and light industrial uses in accordance with the M5 Light Industrial District are permitted.

3.0 FLOOR AREA RATIO:

3.1 The maximum Floor Area Ratio shall be 1.0 for each lot based on net parcel area.

4.0 BUILDING HEIGHT:

- 4.1 Maximum building height shall be three storeys, plus penthouse.
- 4.2 All roof equipment is to be architecturally screened.
- 4.3 Any underbuilding parking located completely or partially above the adjacent grade will be considered as a storey for building height purposes.

5.0 SETBACKS:

5.1 The minimum setbacks from the property lines of any lot to buildings and parking/driveway areas partially or fully above ground or on surface shall be as follows:

	<u>BUILDINGS</u>	<u>PARKING/DRIVEWAYS</u>
Canada Way	15 m (50 ft.)	12 m (40 ft.)
Wayburne Drive	9 m (30 ft.)	9 m (30 ft.)
- above second storey	12 m (40 ft.)	
Manor Street/ Trans Canada Highway	9 m (30 ft.)	9 m (30 ft.)
Property lines between adjacent parcels	6 m (20 ft.)	3 m (10 ft.)

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6.0 VEHICULAR ACCESS:

- 6.1 All vehicular access shall be from Wayburne Drive only, at and south of the Dominion Street alignment.
- 6.2 One vehicular access, with full turning movements possible, is to be located opposite the Dominion Street alignment.
- 6.3 One or two additional accesses, with full turning movements possible, may be provided along Wayburne Drive south of Dominion Street and a minimum of approximately 65 m (213 ft.) north of the Canada Way property line, maintaining a minimum clearance of 15 m (50 ft.) from the end of the planned median in this area.

7.0 PARKING:

- 7.1 Parking and loading provision must meet Burnaby Zoning Bylaw regulations.
- 7.2 Provincial Ministry of Highways approval is required for rezoning bylaws and the Ministry's parking standards may also apply.
- 7.3 Underground parking is encouraged. Building up of grades or berming should be utilized where necessary to ensure all under building parking is effectively perceived as underground parking. Any underbuilding parking which is not fully underground will be considered a storey for building height purposes.
- 7.4 No parking decks, if provided, should be visible from Canada Way or Wayburne Drive.
- 7.5 Berming and landscaping should be provided between surface parking areas and public roadways.
- 7.6 Trees and landscaped islands should be provided to visually break up surface parking areas.
- 7.7 Refuse areas shall be provided underground or suitably screened.

8.0 LANDSCAPING:

- 8.1 All areas not occupied by building, parking, or driveways shall be suitably landscaped.
- 8.2 Conifer groupings as well as deciduous trees should be provided around the perimeters of sites.
- 8.3 Trees and landscaped islands should be provided within surface parking areas.
- 8.4 Any fencing shall be located to the rear of the building line fronting any road.
- 8.5 A pedestrian network should be provided for the site.

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9.0 ENVIRONMENTAL ISSUES:

- 9.1 The owner shall ensure that, during the construction of any roads, services, site works, and building structures, each of the construction sites/areas are drained to temporary detention/settling basins to prevent the runoff of sediments into creek(s), river(s) or directly to the storm sewer system. Requirements of the Municipal Engineering and Environmental Health Departments must be met. 239

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CANADA
 WAY
 BUSINESS
 PARK
 Burnaby, B.C.



The Developer Company
 Developers, Designers, Builders

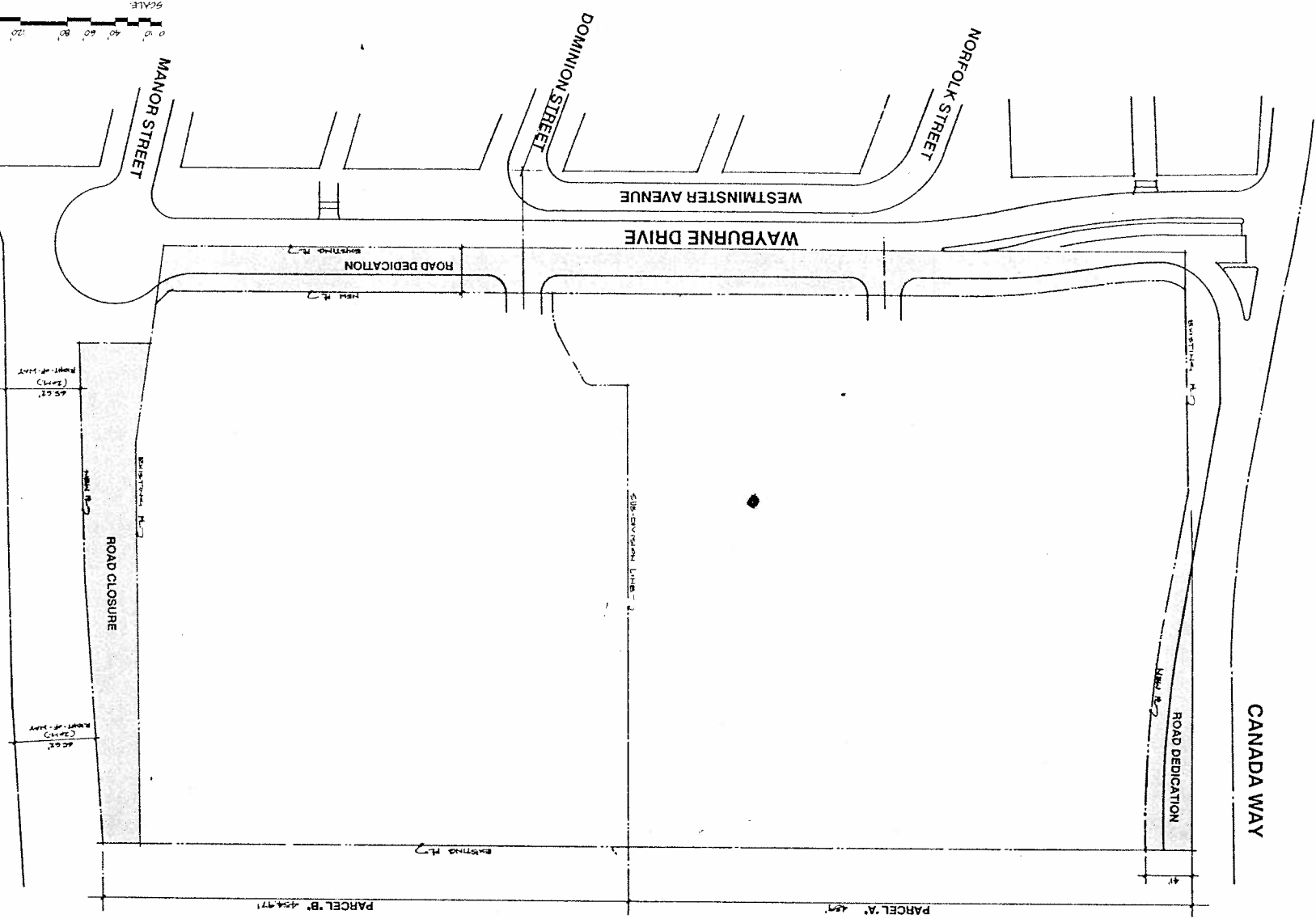
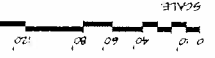
The drawing indicates the proposed change of zoning and the proposed use of the property. It is intended to provide information to the public and to the Council. The Council is responsible for the final decision on the proposed change of zoning and the proposed use of the property. The drawing is not intended to be used as a legal document. The Council is responsible for the final decision on the proposed change of zoning and the proposed use of the property. The drawing is not intended to be used as a legal document.

PROPOSED
 SUB-DIVISION
 SITE PLAN

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TRANS-CANADA HIGHWAY

SKETCH A.1



CANADA
 WAY
 BUSINESS
 PARK
 BURNABY, B.C.



The Dominion Company
 Vancouver, Langley, Surrey

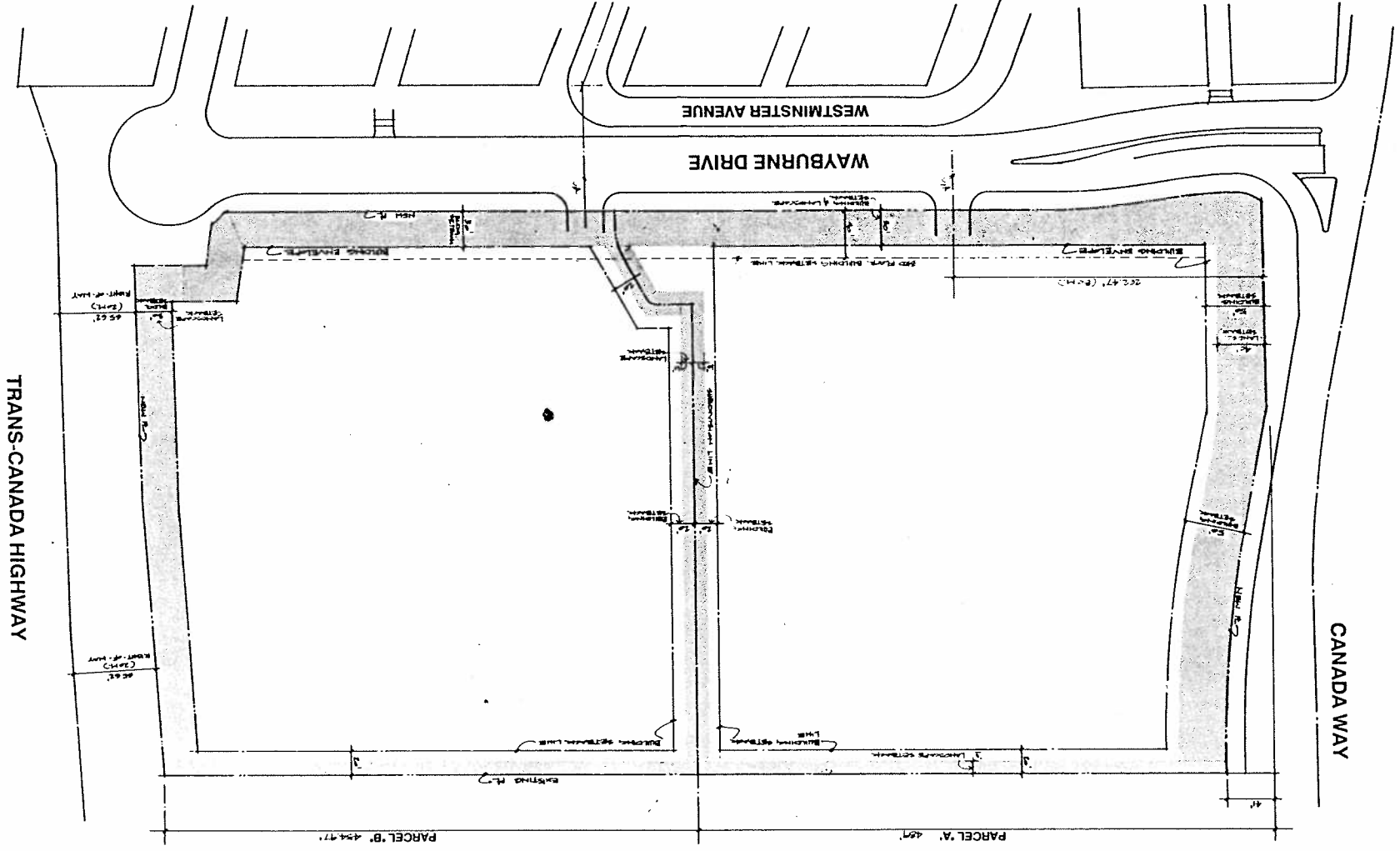
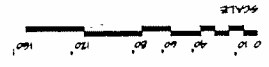
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Project No. 255
 Date: JULY 29, 1991
 Drawn by: J.S.
 Checked by: J.S.
 Scale: 1" = 40'

DIAGRAM
 OF BUILDING
 SETBACKS
 SITE PLAN

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SKETCH A.2



CANADA
 WAY
 BUSINESS
 PARK
 BURNABY, B.C.



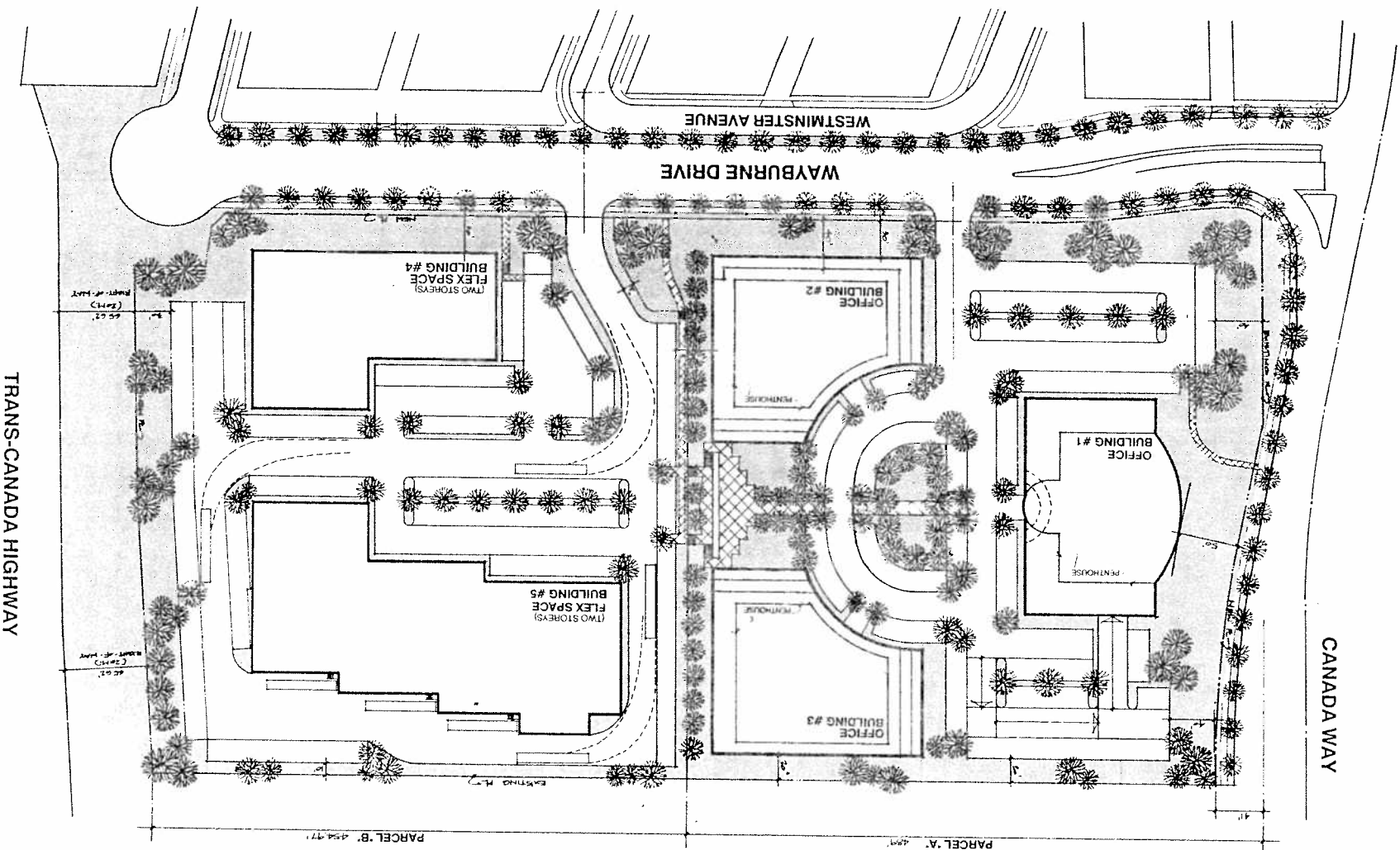
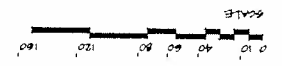
The Dominion Company
 (Developer, Designer, Builder)

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Project No. 205
 Date: JULY 29, 1991
 Scale: 1" = 40'
 Drawn By: J.S.
 Checked By: J.S.

EXAMPLE OF
 DEVELOPMENT
 GUIDELINES
 SITE PLAN

SKETCH A.3



SITE STATISTICS

PARCEL NO.	SITE AREA	PROPOSED BUILDING AREA	FLOOR AREA
PARCEL 7A	223,295 SQ FT	233,000 SQ FT	45
PARCEL 7B	211,940 SQ FT	126,000 SQ FT	20
TOTAL			
	435,235 SQ FT	359,000 SQ FT	65

APPENDIX "B"

DRAFT

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Dear Sir or Madam:

The purpose of this letter is to inform you of the proposed road reconfiguration in the Westminster Avenue, Canada Way, Manor Street area as illustrated on the back of this sheet. **243**

The opportunity for this reconfiguration arises from a rezoning application (Rezoning Reference #68/90) which was made in order to pursue quality office park redevelopment of the former truck terminal site at Canada Way and Westminster Avenue (4878 Manor Street). A Public Hearing for this rezoning application will be held in the Council Chambers of the Municipal Hall, 4949 Canada Way, Burnaby, B.C. at 7:30 p.m. on Tuesday, 1991 September 24.

Westminster Avenue, which is the extension northward of Wayburne Drive, currently provides access to the subject industrial site, and also forms part of the residential road network for the neighbourhood to the east. It is considered desirable to largely separate these two functions, particularly in view of the planned installation of a traffic signal at Canada Way and Wayburne Drive.

Under the recommended approach, Wayburne Drive would be extended northward as a 14m (46 ft.) standard industrial road with sidewalks, separated from the residential neighbourhood by a 3m (10 ft.) wide landscaped buffer, and terminating in a cul-de-sac built at Manor Avenue preserving a wide range of options for potential future road links. A traffic signal would be provided at Canada Way and Wayburne Drive.

Westminster Avenue as a residential road would remain only as a link between Norfolk Street and Dominion Street retaining street frontage for the two existing residences fronting on Westminster Avenue. The residential road network in the area would be linked to the Wayburne Drive cul-de-sac by Manor Street in order to provide signalized access to Canada Way for neighbourhood residents. Manor Street would be blocked off as a cul-de-sac at Douglas Road in order to reduce possible short-cutting through the neighbourhood and to eliminate a difficult intersection. Should residents require access from Dominion Street in the future, this could easily be provided through inexpensive roadworks through the landscaped buffer strip.

As part of the Trans Canada Highway Upgrading Program, the Ministry of Transportation and Highways is comparing several locations for possible future overpasses of the Highway. The Wayburne Drive location is included and the Ministry has requested that the redesign of Wayburne Drive not exclude this possibility. This has been done.

The Planning and Building Inspection Department is pleased to have this opportunity to present this neighbourhood road improvement plan. Should any additional information be required, please contact Marco Guarnaschelli, Transportation Planner at 294-7404 or Robert Renger, Current Planner at 294-7400. You are also invited to forward any comments by mail.

Yours truly,

A. L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

RR:ap